

§ 62.01-5

systems are provided to replace specific personnel or to reduce overall crew requirements.

§ 62.01-5 Applicability.

(a) *Vessels*. This part applies to self-propelled vessels of 500 gross tons and over that are certificated under subchapters D, I, or U and to self-propelled vessels of 100 gross tons and over that are certificated under subchapter H.

(b) *Systems and equipment*. Except as noted in § 62.01-5(c), this part applies to automation of vital systems or equipment that—

(1) Is automatically controlled or monitored;

(2) Is remotely controlled or monitored; or

(3) Utilizes automation for the purpose of replacing specific personnel or to reduce overall crew requirements.

(c) *Exceptions*. This part does not apply to the following systems and equipment unless they are specifically addressed or unless their failure would degrade the safety and reliability of the systems required by this part:

(1) Automatic auxiliary heating equipment (see part 63 of this subchapter).

(2) Steering systems (see subparts 58.25 and 111.93 of this chapter).

(3) Non-vital and industrial systems.

(4) The communication and alarm systems in part 113 of this chapter.

(d) *Central control rooms*. The requirements of subpart 62.50 only apply to vessels automated to replace specific personnel or to reduce overall crew requirements, except where the main propulsion or ship service electrical generating plants are automatically or remotely controlled from a control room. In this case, § 62.50-20(a)(3) (except the provision in paragraph 62.50-20(a)(3)(ii) relating to electrical power distribution), (b)(3), (c), (e)(1), (e)(2), (e)(4), and (f)(2) apply, regardless of manning.

[CGD 81-030, 53 FR 17838, May 18, 1988, as amended by USCG-2000-7790, 65 FR 58460, Sept. 29, 2000]

46 CFR Ch. I (10-1-08 Edition)

Subpart 62.05—Reference Specifications

§ 62.05-1 Incorporation by reference.

(a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register. To enforce any edition other than the one listed in paragraph (b) of this section, notice of the change must be published in the FEDERAL REGISTER and the material made available to the public. All approved material is on file at the Office of the Federal Register, Washington, DC 20408 and at Marine Safety and Environmental Protection (G-MSE), U.S. Coast Guard Headquarters Building, 2100 Second Street SW., Washington, DC 20593-0001.

(b) The material approved for incorporation by reference in this part is:

Rules for Building and Classing Steel Vessels, 1986, issued by the American Bureau of Shipping. This document is available from: American Bureau of Shipping, ABS Plaza, 16855 Northchase Drive, Houston, TX 77060. Sections affected by this incorporation by reference are: 62.25-1(c), 62.25-5(a), 62.25-30(a)(1), (a)(2), (a)(3), (a)(5), 62.35-5(d), 62.35-35(a), 62.35-40(c), 62.35-50, 62.50-30(c), and 62.50-30(k).

[CGD 81-030, 53 FR 17838, May 18, 1988, as amended by CGD 95-072, 60 FR 50463, Sept. 29, 1995; CGD 96-041, 61 FR 50728, Sept. 27, 1996; CGD 97-057, 62 FR 51044, Sept. 30, 1997; USCG-2000-7790, 65 FR 58460, Sept. 29, 2000]

Subpart 62.10—Terms Used

§ 62.10-1 Definitions.

(a) For the purpose of this part:

Alarm means an audible and visual indication of a hazardous or potentially hazardous condition that requires attention.

Automated means the use of automatic or remote control, instrumentation, or alarms.

Automatic control means self-regulating in attaining or carrying out an operator-specified equipment response or sequence.

Boiler low-low water level is the minimum safe level in the boiler, in no case lower than that visible in the gage glass (see § 52.01-110 of this chapter, Water Level Indicators).

Engineering Control Center (ECC) means the centralized engineering control, monitoring, and communications location.

Failsafe means that upon failure or malfunction of a component, subsystem, or system, the output automatically reverts to a pre-determined design state of least critical consequence. Typical failsafe states are listed in Table 62.10-1(a).

TABLE 62.10-1(a)—TYPICAL FAILSAFE STATES

System or component	Preferred failsafe state
Cooling water valve	As is or open.
Alarm system	Annunciate.
Safety system	Shut down, limited, or as is & alarm.
Burner valve	Closed.
Propulsion speed control	As is.
Feedwater valve	As is or open.
Controllable pitch propeller ..	As is.
Propulsion safety trip	As is & alarm.
Fuel tank valve	See § 56.50-60(d).

Flooding safety refers to flooding detection, watertight integrity, and dewatering systems.

Independent refers to equipment arranged to perform its required function regardless of the state of operation, or failure, of other equipment.

Limit control means a function of an automatic control system to restrict operation to a specified operating range or sequence without stopping the machinery.

Local control means operator control from a location where the equipment and its output can be directly manipulated and observed, e.g., at the switchboard, motor controller, propulsion engine, or other equipment.

Manual control means operation by direct or power-assisted operator intervention.

Monitor means the use of direct observation, instrumentation, alarms, or a combination of these to determine equipment operation.

Remote control means non-local automatic or manual control.

Safety trip control system means a manually or automatically operated system that rapidly shuts down another system or subsystem.

System means a grouping or arrangement of elements that interact to perform a specific function and typically includes the following, as applicable:

A fuel or power source.

Power conversion elements.

Control elements.

Power transmission elements.

Instrumentation.

Safety control elements.

Conditioning elements.

Vital system or equipment is essential to the safety of the vessel, its passengers and crew. This typically includes, but is not limited to, the following:

Fire detection, alarm, and extinguishing systems.

Flooding safety systems.

Ship service and emergency electrical generators, switchgear, and motor control circuits serving vital electrical loads.

The emergency equipment and systems listed in § 112.15 of this chapter.

Propulsion systems, including those provided to meet § 58.01-35.

Steering systems.

Subpart 62.15—Equivalents

§ 62.15-1 Conditions under which equivalents may be used.

(a) The Coast Guard accepts a substitute or alternate for the requirements of this part if it provides an equivalent level of safety and reliability. Demonstration of functional equivalence must include comparison of a qualitative failure analysis based on the requirements of this part with a comparable analysis of the proposed substitute or alternate.

Subpart 62.20—Plan Submittal

§ 62.20-1 Plans for approval.

(a) The following plans must be submitted to the Coast Guard for approval in accordance with § 50.20-5 and § 50.20-10 of this chapter:

(1) A general arrangement plan of control and monitoring equipment, control locations, and the systems served.

(2) Control and monitoring console, panel, and enclosure layouts.

(3) Schematic or logic diagrams including functional relationships, a written description of operation, and sequences of events for all modes of operation.